



Island Transit

Financial and Operational Updates



City Council Workshop

February 23, 2017



Island Transit Overview

Island Transit is the Public Transportation provider for the City of Galveston, and operates the following services:

- Fixed Route/Local Bus
- Demand-Response (Dial-A-Ride)
- League City Park & Ride (Contract Service for The Gulf Coast Center/Connect Transit)
- Cruise Ship Shuttle (Contract with Port of Galveston)
- UTMB Campus (S-Lot, Route 2, and system-wide access via Contract)
- Rail Trolley (Future - Pending Rehabilitation)
- Seawall/Tourist Service (Future - Pending stop improvements and vehicle acquisition)



Fixed Route/Local Services

- Ridership dropped by almost 50 % after Hurricane Ike
- Ridership was slowly building through 2013
- 3-Years of declining ridership (average -5% per year) since 2014
- Staff has been evaluating low ridership routes, and times of services

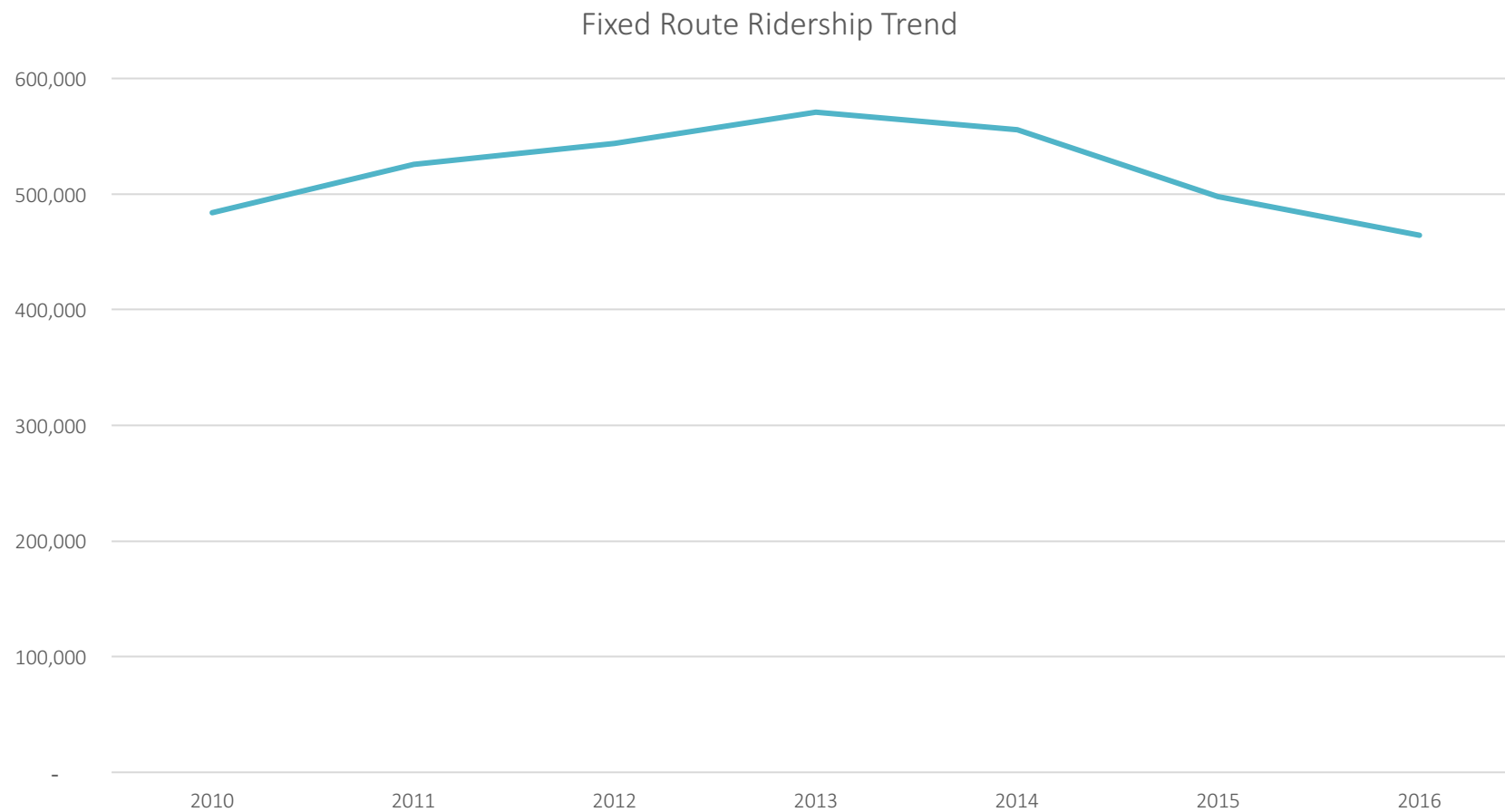
NOTE: After 2010 Decennial Census, Galveston was lost its Small Urban Status and approximately \$750,000 in FTA Section 5307 Formula Funding.

TxDOT and H-GAC however have provided supplemental annual funding in the amount of \$200,000 and \$500,000 respectively.

H-GAC's supplemental funding expires after 2017.



Fixed Route/Local Services

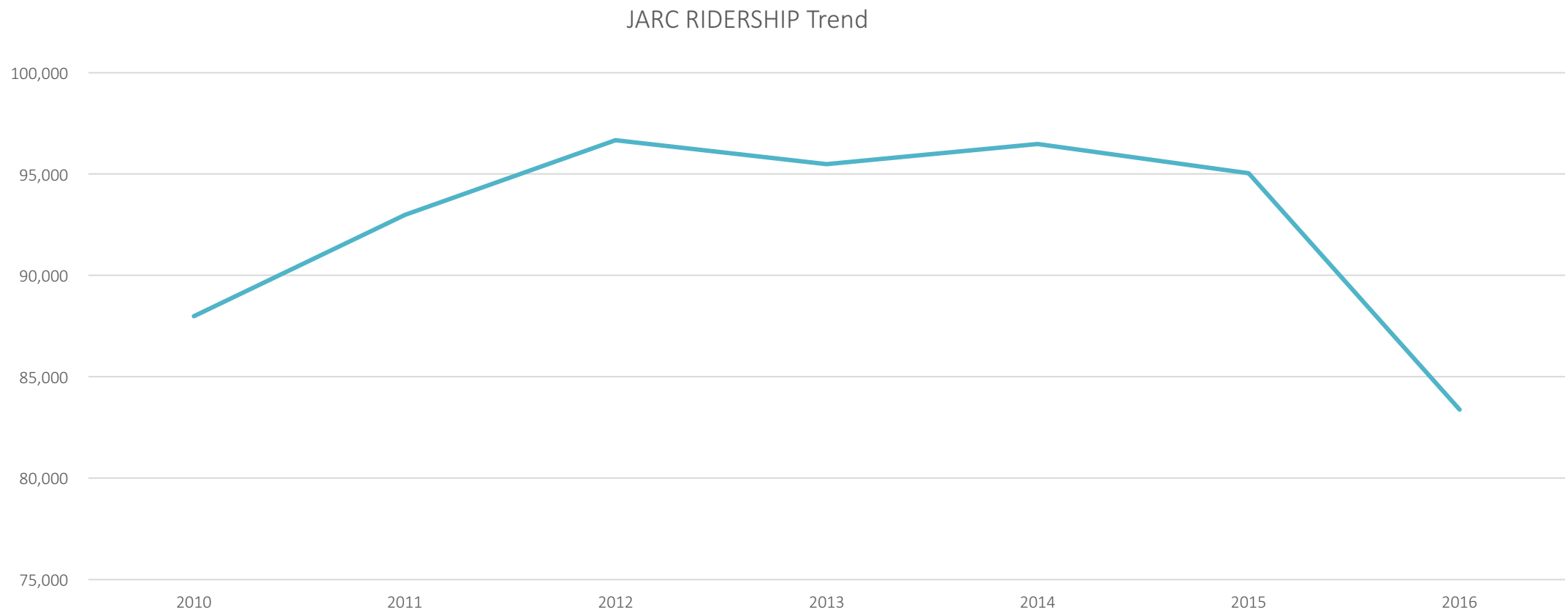




*** Revenue for 2017 includes only FY17 Grants, Drawdowns on FY18 Grants possible depending on timeframe of issuance of funds***				
4 Cutaways and 2 Gillig Buses Used in Routes 1-6				
*** Gillig's Depreciate at \$31,541.52/year***				
Cutaways Depreciate at \$12,575.29/year				
*** FY18 City Loses \$500K PM Fundinf From HGAC***				



JARC (Route 7+Evening Svc)



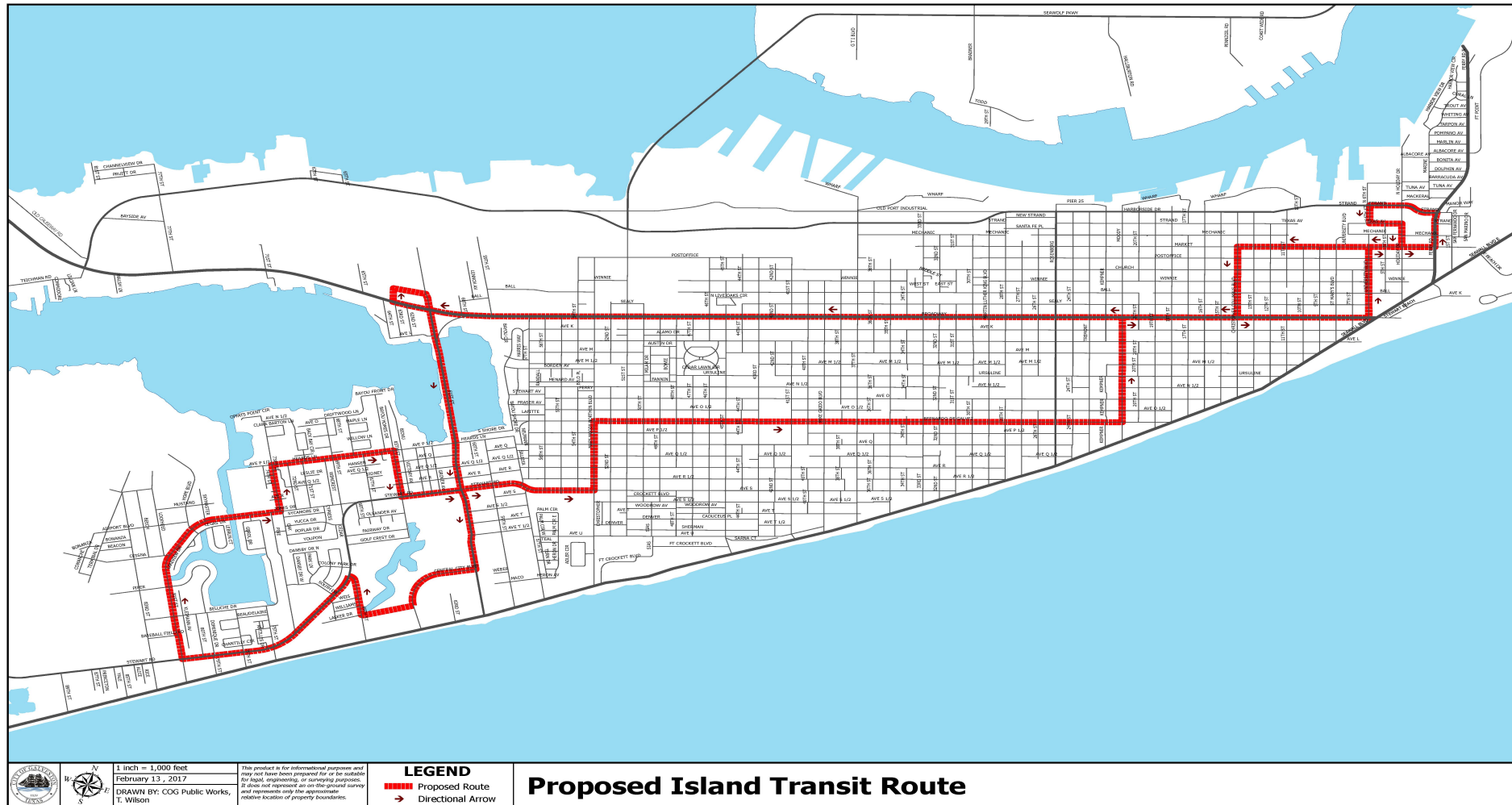


JARC (Route 7+Evening Svc)

JARC/Evening Service Summary											
Fiscal Year	2010	2011	2012	2013	2014	2015	2016	Lifeline - 1 Bus	Lifeline - 2 Buses	M-F Only - 1 Bus	M-F Only - 2 Buses
RIDERSHIP	87,982	93,001	96,673	95,502	96,496	95,039	83,385	41,693	41,693	35,000	35,000
TOTAL MILES	133,716	137,004	138,011	137,689	137,592	138,411	131,629	30,872	30,872	17,940	17,940
Cost/Mile (Maint OH, Fuel, Parts)	1.244	1.452	1.507	1.426	1.538	1.439	1.443	1.443	1.443	1.443	1.443
Cost/Rider (not including driver)	\$ 1.89	\$ 2.14	\$ 2.15	\$ 2.06	\$ 2.19	\$ 2.10	\$ 2.28	\$ 1.07	\$ 1.07	\$ 0.74	\$ 0.74
TOTAL COST/RIDER	\$ 166,342.70	\$ 198,929.81	\$ 207,982.58	\$ 196,344.51	\$ 211,616.50	\$ 199,173.43	\$ 189,940.65	\$ 44,548.30	\$ 44,548.30	\$ 25,887.42	\$ 25,887.42
Time (In Hrs)	9,507	9,499	9,557	9,537	9,535	9,585	9,257	1,613	3,226	1,080	2,160
Driver Cost (\$23.24/HR)	\$ 220,942.68	\$ 220,756.76	\$ 222,104.68	\$ 221,639.88	\$ 221,593.40	\$ 222,755.40	\$ 215,132.68	\$ 37,486.12	\$ 74,972.24	\$ 25,099.20	\$ 50,198.40
Admin (Dispatch \$26/HR)	\$ 247,182.00	\$ 246,974.00	\$ 248,482.00	\$ 247,962.00	\$ 247,910.00	\$ 249,210.00	\$ 240,682.00	\$ 41,938.00	\$ 41,938.00	\$ 28,080.00	\$ 28,080.00
Depreciation	\$ 56,692.10	\$ 56,692.10	\$ 56,692.10	\$ 56,692.10	\$ 56,692.10	\$ 56,692.10	\$ 56,692.10	\$ 12,616.61	\$ 25,233.22	\$ 12,616.61	\$ 25,233.22
TOTAL COST JARC	\$ 691,159.48	\$ 723,352.67	\$ 735,261.36	\$ 722,638.49	\$ 737,812.00	\$ 727,830.93	\$ 702,447.43	\$ 136,589.03	\$ 186,691.76	\$ 91,683.23	\$ 129,399.04
FULL COST/RIDER	\$ 7.86	\$ 7.78	\$ 7.61	\$ 7.57	\$ 7.65	\$ 7.66	\$ 8.42	\$ 3.28	\$ 4.48	\$ 2.62	\$ 3.70
Grant Revenue	\$ 297,841.19	\$ 188,712.77	\$ 197,235.98	\$ 172,364.24	\$ 216,000.00	\$ 286,654.47	\$ 75,068.05				
Match/Subsidy	\$ 297,841.19	\$ 188,712.77	\$ 197,235.98	\$ 172,364.24	\$ 216,000.00	\$ 286,654.47	\$ 75,068.05				
Savings (Lifeline)								\$ 565,858.40	\$ 515,755.67	\$ 610,764.20	\$ 573,048.39
Gain Loss	\$ (95,477.10)	\$ (345,927.13)	\$ (340,789.40)	\$ (377,910.01)	\$ (305,812.00)	\$ (154,521.99)	\$ (552,311.33)	\$13,547.07	(\$36,555.66)	\$58,452.87	\$20,737.06



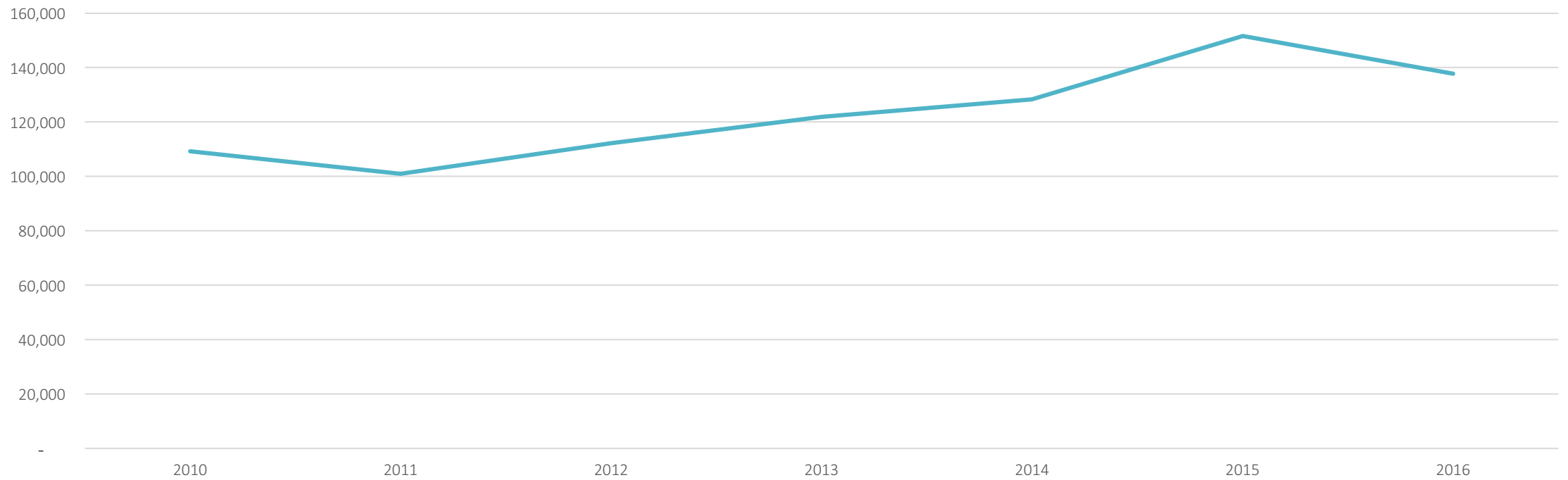
Proposed Lifeline Service Route





Port Shuttle Ridership

Port Shuttle Ridership Trend





Port Shuttle

PORT STATS							
Fiscal Year	2010	2011	2012	2013	2014	2015	2016
RIDERSHIP	109,213	100,981	112,353	121,872	128,458	151,654	137,710
TOTAL MILES	13,872	13,345	12,487	14,287	16,000	14,378	15,011
Cost/Mile (Maint OH, Fuel, Parts)	1.244	1.452	1.507	1.426	1.538	1.439	1.443
Cost/Rider (not including driver)	\$ 0.16	\$ 0.19	\$ 0.17	\$ 0.17	\$ 0.19	\$ 0.14	\$ 0.16
TOTAL COST/RIDER	\$ 17,256.77	\$ 19,376.94	\$ 18,817.91	\$ 20,373.26	\$ 24,608.00	\$ 20,689.94	\$ 21,660.87
Time (In Hrs)	2,560	2,472	2,220	2,570	2,873	2,923	3,099
Driver Cost (\$34.86/HR)	\$ 89,241.60	\$ 86,173.92	\$ 77,389.20	\$ 89,590.20	\$ 100,152.78	\$ 101,895.78	\$ 108,031.14
Admin (Dispatch \$26/HR)	\$ 66,560.00	\$ 64,272.00	\$ 57,720.00	\$ 66,820.00	\$ 74,698.00	\$ 75,998.00	\$ 80,574.00
Depreciation	\$ 75,451.74	\$ 75,451.74	\$ 75,451.74	\$ 75,451.74	\$ 75,451.74	\$ 75,451.74	\$ 75,451.74
TOTAL COST PORT	\$ 248,510.11	\$ 245,274.60	\$ 229,378.85	\$ 252,235.20	\$ 274,910.52	\$ 274,035.46	\$ 285,717.75
FULL COST/RIDER	\$ 2.28	\$ 2.43	\$ 2.04	\$ 2.07	\$ 2.14	\$ 1.81	\$ 2.07
Revenue Received	\$ 95,836.00	\$ 103,599.15	\$ 102,054.41	\$ 120,493.97	\$ 164,001.44	\$ 152,631.18	\$ 173,836.75
Gain/Loss	(\$152,674.11)	(\$141,675.45)	(\$127,324.44)	(\$131,741.23)	(\$110,909.08)	(\$121,404.28)	(\$111,881.00)
***Port Operated 100% on OT							



UTMB + League City P&R

- Agreement w/UTMB allows access for all patients, visitors, employees.
- “Performance Based Compensation” include Ridership, On-Time Performance, Etc.
- League City P&R* (Contract with GCC) is included in the Performance Measures.
- Net Shortfall approx. **\$280,000** per year (across all services), including:
 - *League City P&R*
 - *Demand Response*
 - *Fixed Route*
 - *S-Lot (Shuttle Service)*

Note: After FY 2017, GCC/Connect CMAQ funds for LC P&R Operations are Discontinued.



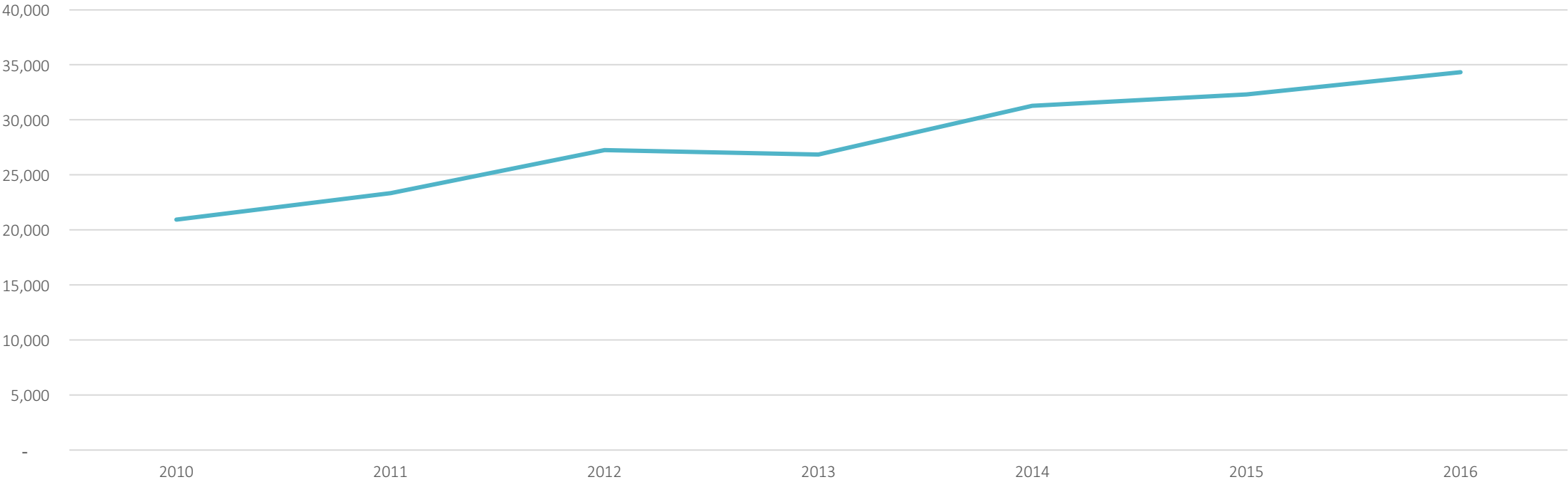
UTMB Costs & Ridership

Operational Costs (UTMB Cost based on Ridership %)									
Route	RT - 1	RT - 2	RT - 3/4	RT - 5/6	RT - 7	UT S LOT	DART	VL	TOTALS
Miles	57,575	46,181	56,267	153,510	87,665	20,849	138,077	364,456	
*Cost/Mile	1.443	1.443	1.443	1.443	1.443	1.443	0.774	1.443	
Total Cost	\$ 83,080.73	\$ 66,639.18	\$ 81,193.28	\$ 221,514.93	\$ 126,500.60	\$ 30,085.11	\$ 106,871.60	\$ 525,910.01	
UTMB Cost/Year	\$ 9,969.69	\$ 26,655.67	\$ 8,931.26	\$ 22,151.49	\$ 7,590.04	\$ 30,085.11	\$ 25,649.18	\$ 478,578.11	\$ 609,610.55
Driver Cost/Year	\$ 5,800.92	\$ 19,336.40	\$ 5,317.51	\$ 14,502.30	\$ 2,900.46	\$ 48,341.00	\$ 46,407.36	\$ 386,728.00	\$ 529,333.95
Overhead/Year	\$ 3,120.00	\$ 15,600.00	\$ 3,120.00	\$ 12,480.00	\$ 3,120.00	\$ 24,960.00	\$ 3,120.00	\$ 37,440.00	\$ 102,960.00
Depreciation/Year	\$ 1,509.03	\$ 12,616.61	\$ 1,383.28	\$ 3,154.15	\$ 754.52	\$ 12,575.28	\$ 12,072.27	\$ 114,811.13	\$ 158,876.27
Loss/Gain	\$ 20,399.64	\$ 74,208.68	\$ 18,752.05	\$ 52,287.95	\$ 14,365.01	\$ 115,961.39	\$ 87,248.81	\$ 1,017,557.24	\$ 1,400,780.77
								\$ 1,400,780.77	TOT EXP W/ DEP
*Cost/Mile Includes Maintenance Staff & OH, Fuel, Repairs and Parts								\$ 1,241,904.50	TOTAL EXP W/O DEP
*Driver Cost/Year For RTs 1, 2, 3/4, 5/6 and 7 Based Off Of UTMB Badge %								\$ 222,499.96	UTMB REV
*Driver Cost/Year For Shuttle and Victory Lakes Are Completely Attributable To UTMB								\$ 739,950.34	VL REV
*Drivers Make \$48,341/Yr - Salary & Benefits According To City Of Galveston HR Department								\$ 438,330.47	TOTAL
								\$ 279,454.20	TOTAL W/O DEP



Demand Response Ridership

Chart Title





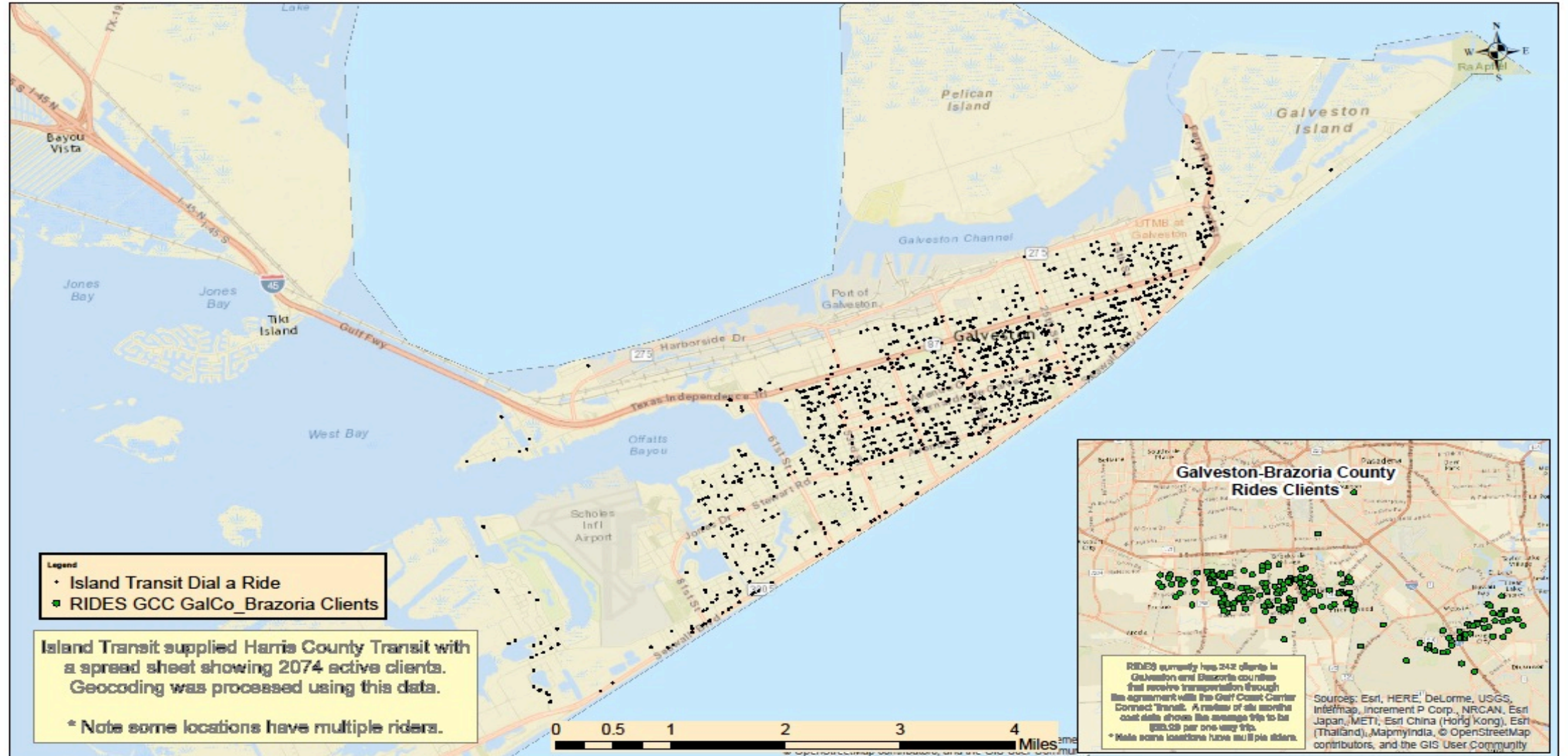
Demand Response

DEMAND RESPONSE STATS							
	2010	2011	2012	2013	2014	2015	2016
RIDERSHIP	20,941	23,353	27,257	26,873	31,291	32,337	34,339
TOTAL MILES	73,288	79,696	98,558	109,957	125,576	124,445	131,553
AVG MILES/TRIP	3.50	3.41	3.62	4.09	4.01	3.85	3.83
Cost/Mile (Maint OH, Fuel, Parts)	1.083	1.333	1.282	1.553	1.254	1.003	0.774
Cost/Rider (not including driver)	\$ 3.79	\$ 4.55	\$ 4.64	\$ 6.35	\$ 5.03	\$ 3.86	\$ 2.97
TOTAL COST/RIDER	\$ 79,370.90	\$ 106,234.77	\$ 126,351.36	\$ 170,763.22	\$ 157,472.30	\$ 124,818.34	\$ 101,822.02
Time (In Hrs)	6,980	7,784	9,086	8,958	10,430	10,779	11,446
Driver Cost (\$23.24/HR)	\$ 162,222.95	\$ 180,907.91	\$ 211,150.89	\$ 208,176.17	\$ 242,400.95	\$ 250,503.96	\$ 266,012.79
Admin (Dispatch \$26/HR)	\$ 181,488.67	\$ 202,392.67	\$ 236,227.33	\$ 232,899.33	\$ 271,188.67	\$ 280,254.00	\$ 297,604.67
Depreciation	\$ 75,451.74	\$ 75,451.74	\$ 75,451.74	\$ 75,451.74	\$ 75,451.74	\$ 75,451.74	\$ 75,451.74
TOTAL COST DR	\$ 498,534.26	\$ 564,987.08	\$ 649,181.32	\$ 687,290.47	\$ 746,513.66	\$ 731,028.04	\$ 740,891.22
FULL COST/RIDER	\$ 23.81	\$ 24.19	\$ 23.82	\$ 25.58	\$ 23.86	\$ 22.61	\$ 21.58
Fare Box Revenue	\$ 11,866.00	\$ 12,430.00	\$ 15,222.00	\$ 13,789.00	\$ 16,497.00	\$ 16,589.00	\$ 26,569.00
Gain/Loss	(\$486,668.26)	(\$552,557.08)	(\$633,959.32)	(\$673,501.47)	(\$730,016.66)	(\$714,439.04)	(\$714,322.22)

Harris County RIDES Program

- Harris County RIDES is a Taxi Voucher Program operated by Harris County Transit.
- RIDES pre-qualifies taxi providers, who must meet standards for background checks and drug and alcohol testing.
- Service is 24 hrs, and is dispatched through the taxi operators.
- Connect Transit/Gulf Coast Center is now participating in RIDES to reduce escalating demand-response costs.
- Galveston's compact street grid system could be easily served by door to door taxi services.
- Current demand response trips also indicate proximity to fixed route.
- Recertification of system users for eligibility would be recommended.

**HARRIS COUNTY TRANSIT
ISLAND TRANSIT
DIAL A RIDE CLIENT LOCATIONS
(February 2017)**





Recommended Actions

- Replace current JARC/Evening Service with Re-designed “Lifeline” evening service. Estimated annual savings **\$500,000**.
- Consider Taxi Voucher/Shared Ride Program such as *Harris County Rides* to reduce and contain escalating cost. Estimated annual savings **\$300,000**.
- Reduce overtime by transitioning staff from current DR hours, and current evening service. Estimated annual savings **\$400,000**.
- Renegotiate Port Shuttle agreement. Estimated annual savings **\$100,000**.
- Renegotiate UTMB-City Agreement to reflect actual service delivery cost. Estimated annual savings **\$280,000**.

Total Estimated Annual Savings: \$1,580,000

- Transition League City P&R services to Countywide Transit District by 2020.
- Utilize hotel-motel “trickledown” funds for future operation of Seawall Rubber Tire Trolley Bus, and Rail Trolley operations + participation by hospitality industry.



Next Steps

Any Major Route or Service Reduction (20% or greater reduction) or Fare Increase will require:

- Public Notice (Newspaper, Website, Aboard Vehicles, G-TV, and at Shelters)
- 2-Week Public Comment Period
- Public Meeting (Separate from City Council Meeting Date)

If the *Harris County RIDES* alternative is sought for Demand Response, a contract will also be need to be considered by City Council.